

**AMENDMENTS TO THE SPECIFICATION**

(1) Please replace the paragraph beginning “Furthermore, for example” on page 14 of the specification with the following amended paragraph:

Furthermore, for example, according to the collision detecting sensor device 101 shown in Figs. 16A-16C, location errors corresponding to precision of dies will be caused in the process of inserting the connector terminal 104 into the casing 103. Furthermore, for assuring installability, a significant play is usually provided between an engagement hole of the P plate 109 and the connector terminal 104. Thus, location errors corresponding to this play will be caused in the process of assembling the P plate 109 with the connector terminal 104 (refer to Figs. 16B and 16C). For example, these location errors cause an angular error  $\theta$  in the direction of detecting collision vibration with reference to the vehicle installation hole. Fig. 19A shows a case in which the angular error  $\theta$  is caused in the horizontal direction. Fig. 19B shows a case in which the angular error  $\theta$  is caused in the ~~un-and-down~~ up-and-down direction. It is now supposed that G1 represents the magnitude of collision vibration entered into the collision detecting sensor device 101 and G2 represents the magnitude of collision vibration actually detected by a G sensor 102. When the G sensor 102 is faced toward the angle  $\theta$  with respect to the collision detecting direction, the magnitude of collision vibration actually detected by the G sensor 102 is expressed by the equation  $G2 = G1 \times \cos \theta$  (refer to Fig. 20). As apparent from this equation, the collision detecting ability of the collision detecting apparatus 101 decreases with increasing angular error  $\theta$  of the G sensor 102.